





## Intimation.



A. S. WATSON &amp; Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

- B.—VINTAGE, superior quality.  
Red Capsule ..... \$11.40
- C.—FINE OLD VINTAGE, superior quality. Black Seal Capsule ..... 16.20
- D.—VERY FINE OLD VINTAGE, extra superior. Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

## DEATH.

On January 1st, at Singapore, J. W. BENKIN.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 11, 1900.

## REUTER'S TELEGRAMS.

## THE WAR.

## Modder River.

London, January 9th.  
Reuter's Correspondent at Modder River says that the Boers are still strengthening their works at Magersfontein but it is reported that they are withdrawing a portion of the forces to re-inforce Colesberg.

## The Transvaal and the United States.

The Transvaal has refused to allow the American Consul to represent British interests.

## Re-inforcements.

The Eighth Division will begin to sail on the 11th instant and twelve additional batteries will leave before the end of the month.  
The Government has decided to raise six new batteries immediately (not necessarily for use in the Transvaal) and a further increase later.

The London Scottish supply a detachment to serve with the Gordon Highlanders.  
Vickers and the Maxim Gun Co. have received orders to manufacture 4.7 and 6 inch guns continuously.

## A Munificent Gift.

Weinher Beits has given £50,000 to the Committee of The Imperial Yeomanry.

## LATER.

## Casualties.

The Suffolk's casualties on the 6th instant were: killed, Col. Watson, Lieutenants Wilkins, White and Carey. Missing Capt. Brecht, Thomson, Brown; Lieuts. Allan, Wood-Martin and Butler; 24 men killed, 26 wounded and 107 missing.

General French's casualties from the 1st to 4th instant are: Lieut. West of the Berkshire and 11 men killed, 43 men wounded.

**The Seizures of German Steamers.**  
Great Britain has replied to the German note protesting against the recent seizures of German steamers but the purport of the reply is not known.

## WEATHER REPORT.

The Observatory report says:—  
On the 11th at 11.55 a.m. the barometer has risen slightly on the China coast. Pressure remains high over the interior of China, with moderate gradients and strong monsoon on the coast and in the N. part of the China Sea.  
FORECAST:—Fresh N. winds; fine.

## LOCAL AND GENERAL.

Mr. Hugh Clifford, the newly-appointed Governor of British North Borneo, is expected to arrive at Singapore by the P. & O. Bengal, due there on the 14th inst.

OWING to the prevalence of rabies in Colombo, the Municipal Council has decided to enforce the provisions of the Ordinance relating to rabies. Additional dog-carts and seizers have been engaged, and other steps taken. Rabies has seized horses there.

ACCORDING to investigations made by the Otani Fishing Corporation, the herrings caught throughout Hokkaido this year amounted to 2,995,900 *koku*, valued at 6,345,520 *yen*. Compared with the previous year an increase of 20,324 *koku* and 215,257 *yen* is noticeable.

The Admiralty announces that Commander de Horsey, Captain Morgan, R.M.L.I., and Lieut. Wilson, R.M.L.I., of Her Majesty's ship *Monarch*, have proceeded up country to join the Naval Brigade with Lord Methuen's force. (Commander de Horsey is well-known on this station, his last command having been H.M.S. *Phlox*.)

THE tea market of Japan seems to have been considerably affected last year by the existence of old stocks remaining in various parts of America, in consequence of which quotations have fallen to no small extent. The output in Japan shows an increase of 559,000 cattie, but a decrease in value of 438,450 *yen*. From these figures it may be inferred that the tea trade for last year has been far from satisfactory.

A NUMBER of engineers were recently despatched by the Japanese Railway Bureau to enquire into the condition of the various private railways in the Empire with a view to enforcing strict control over them, and as a result it is probable that a Bill extending the existing regulations will be submitted to the Diet. The recent Hokkaido accident on the Japan Railway was virtually the cause of this action. The Bill provides that any disaster arising from errors or faults on the part of the railway officials shall be visited by severe penalties after due trial.

ACCORDING to the *Fanmin*, the amount of loans issued by the Bank of Japan has reached 100 million *yen*, whereas in May and June last year it did not exceed 30 or 40 million. This enormous increase is due to the abnormal appreciation of commodities, and the consequent absorption of currency, which, in turn, has operated to increase the volume of trade in general. The purchasing power of the agricultural classes was considerably augmented by the appreciation of rice, while there has been a marked development in the weaving industry in Kirin and Asakaga.

A PECULIAR case was settled at the Magistrate's yesterday afternoon. Some few days ago the Manager of the Hongkong Hotel received a note accusing one of the waiters of theft. A search was instituted at the house of the accused and resulted in no stolen property being found. The accused then asked that the boxes of the accused be searched, which was done and revealed three glasses belonging to the Company. At the Court Mr. McBride appeared for the prosecution and Mr. Grist for the defence. Evidence was taken on both sides and eventually the case was dismissed.

THAT the export trade of Japan has undergone a marked development during the past ten years is an unquestionable fact. The cotton industry shows the most remarkable record. In the 30th year of *Meiji* the total output was 42,934,975 cattie, valued at 13,492,197 *yen*, whereas by the 31st year it had increased to 68,800,688 cattie, valued at 20,105,671 *yen*. Still further progress is expected for last year. The cotton manufactures exported from Kobe from January to November last year aggregated 26 million *yen* approximately, while the number of bales is said to have exceeded 300,000. At present a forecast of 28 millions of *yen* over the year is by no means unjustifiable.

THE *Mainichi Shinbun*, without attempting to pass judgement on the merits of the quarrel between England and the South African Republics, is struck by the quality of the resistance that the Boers are making, and by the courage they showed in entering upon this war. In numbers, wealth and extent of territory the Boers cannot compare with Great Britain, but they are strong in unity and in the sense of fighting for their independence. The young valiant dog may give the old tiger much trouble. What a contrast they present to China, says our contemporary. China, with her hundreds of millions of people and her immense resources, lies at the mercy of the whole world because she cannot summon up a particle of the courage that animates the Boers.

A GENERAL meeting of lacquer dealers and artisans was recently held in Yokohama when over seventy persons attended, representing the two cities and nineteen prefectures. In the absence of the President, Mr. Dayada Masana, the chair was taken by Mr. Ishiwa Heigo, Director-in-general of the Business Men's Association. The Department of Agriculture and Commerce was represented by Mr. Muraoka, Professor of Engineering, and a number of other officials. The subjects of debate were as follows:—(1) Method of improving lacquer wares; (2) extension of market for the same; (3) course to be pursued in connexion with imitative goods from Germany; (4) measures to be adopted for increasing the cultivation of lacquer trees in the interior; (5) advantages or disadvantages resulting from the increase or remission of taxes on lacquer imported from China; (6) method of improving imported lacquer.

## SECOND CONCERT IN AID OF THE S. AFRICAN FUND.

Last night at the Theatre Royal, the concert given on Saturday in aid of the "Misses and Kids' fund" was repeated. Some few alterations in the programme were made, which did not in any way impair the high standard of excellence that the former concert attained, and the second fully deserved the encomiums given in our report of the first. We will, therefore, only mention the alterations and a few of the performers who, through want of space, were omitted in our last report. The management having decided that the whole of the stalls should be included in the pit, no seats being allowed to be booked and the uniform price being 5s, there was accordingly a full audience of service in the stalls, while in the circle we only saw one gentleman obtain a seat who had not already taken the precaution of booking, so it can be imagined how Mr. Ardron's song would be received; the air caught on at once and the chorus was joined in by the sailors with great spirit, the singer when called upon for an encore responding with the last verse, composed for the occasion and reminding the audience of the object of the concert. Messrs. Sexton and Hay acted the part of "Jeames" and caused much merriment with the deliberate manner in which they performed their labours, duties and took the plaques intended for the artists to themselves with true dunkeyism. It might have been the difference in the audience, but, any way, Mr. Ward's music for the "Absent Minded Beggar" was "caught on" splendidly, the end of each verse being received with rounds of applause and the chorus taken up almost as universally as that old military favourite, "The Soldiers of the Queen." The Grand Tableau "Britannia" was very deservedly applauded, Mrs. Caesar Hawkins, representing the Ruler of the waves, having grouped around her two sailors, one in blue with a drawn cutlass, the other in "duck" armed with a rifle; two Royal Welsh Fusiliers, one in "red" at "Prepare to meet Cavalry," the other in "khaki" in "heavy marching order"; the Volunteers were also presented by a 7-pounder with the lance-corporal's eye fixed on the "object aimed at" and a full corporal of the Machine Gunners at "ready" in the kneeling position; but, without detracting from the other figures, the one that carried the palm for steadiness was undoubtedly a private from the Hongkong Regiment who stood at the "shoulder" without moving a muscle, not even his eyeball nearest the audience.

We append the programme as altered:—

- PROGRAMME.
- PART I.
1. Overture "Golden Lyre" Williams.
  2. Song "Jack's the Boy," "Front" The Griseh, Mr. G. H. Ardron.
  3. Dance "Tambourine Dance" Miss Maudie D'Almeida e Castro.
  4. Song "The Boatswain's Song" Miss Maudie D'Almeida e Castro.
  5. Song "There's a Jill for Every Jack" Miss Maudie D'Almeida e Castro.
  6. Song "The Absent Minded Beggar" A. G. Ward.
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## WEST POINT FIRE.

This afternoon at the Magistrate's, before Mr. Gompertz, an enquiry was held into the circumstances attending the fire at the godowns on the Praya West in which the explosions occurred, as reported in a recent issue. The owner of the godown, U. Shai-tin, and Chang Sa, the accountant, have been out on bail, the former for \$5,000 and the latter \$2,000, pending enquiries to ascertain whether explosives had been stored on the premises contrary to regulations.

Captain Superintendent May conducted the case on behalf of the Authorities. The Chop King Godown accountant was the first witness; he said he lived in the office of No. 9 Godown and kept books detailing the stores in the godowns. A fire occurred on the 22nd of December at the godowns. These books produced would show the goods in the godowns at the time of the fire, with the exception of three compartments that were rented out, these were the ground floors of Nos. 8 and 4 and 1st floor of No. 3. The whole godown was divided into 9 compartments. No. 1 was his office, 2, 3 and 4 were godowns. No. 5 coolies' quarters and 6, 7 and 8 were godowns. In No. 2 Godown first floor were stored 463 packages of fire crackers, and another lot of 4 packages. There were also 12 packages in No. 2. The books also showed a large quantity of firecrackers, the exact amount unknown, to be stored elsewhere. The books referred to seven other godowns besides the 9 godowns of the Chop King. These were not burnt. The other crackers were stored in No. 256 Godown which was burnt at some other fire (not in December).

By the Court.—He was living in the godowns at the time of the fire.

Chun Choi, the Court translator then entered the witness-box and said he had examined the books and compared them with a translated list. Among other items of merchandise on the upper floor in No. 2 Godown were packages of fire crackers, sulphur and matches. There was no mention, to his knowledge, of any gunpowder or ammunition. In No. 6 there was a large quantity of sulphur stored, also in No. 9 Godown where some more fire crackers and matches were stored. There were also entries in the books of the storage of fire crackers without saying in which particular godown they were kept. The names of the owners of the fire-crackers were given.

Mr. May had enquired of the owners and ascertained that these fire-crackers had been destroyed in the fire last October.

By the Court.—There is nothing in the books to show that the fire-crackers had been removed.

By Captain May.—There are chops in the books to show that goods are removed but in reference to these fire-crackers there is nothing to show.

The accountant, recalled, said that when goods were received in store the nature of the goods was enquired about. The description "merchandise" was accepted. The price of storage of rattan was by the picul, other articles by the package.

Case proceeding.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

Before His Hon. J. M. Goodman (Acting Chief Justice.)

January 11th.

## HUNG HUI CHING v. THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

In this case the plaintiffs claim \$44,318.34 for loss upon cargo insured by the defendants and shipped by the plaintiffs from Tientsin to Amoy upon the steamship *Admiral*, which vessel was totally lost on or about the 9th day of Nov., 1898. The plaintiffs further claim their costs of suit.

Mr. W. V. Drummond and Mr. E. Robinson (instructed by Messrs. Denny and Bowley) appeared for the plaintiffs and Mr. J. J. Francis, Q.C., and the Hon. Mr. E. Pollock (instructed by Messrs. Johnson, Stokes and Master) for the defendants.

The following composed the special jury:—Messrs. G. Mason (foreman), C. W. Dixon, E. W. Mitchell, A. Babington, C. C. Ingham, T. I. Rose and G. P. Lamont.

The evidence for the Plaintiff having been finished last night, Mr. J. J. Francis, Q.C., opened his case for the defence by first giving a lucid definition of what a valued policy really was, as being a policy in which the amount insured was definitely fixed by both the insured and insurers, the latter giving up the right to call for proof that the actual value of the goods was up to the amount insured, reserving to themselves only the right to guard against fraud. The question was, was the policy which had been issued by the defending Company to the Plaintiff, but on which he was not suing in the present case, a valued policy? The learned Counsel maintained that it was not, and the words "as shall be proved in case of loss" inserted in the Company's policies after the amount prevented it from being so.

The words "General Average" which they say on the policy and which his learned friend had mentioned as being alluded to and modified by these words ought not, and never are, in the body of the policy, by mistake they had been included in these policies between the amount and the words "as shall be proved in case of loss" and had given rise to his friend's contention. He admitted all the quotations made by Mr. Drummond were perfectly accurate and appropriate to the usual English form of a valued policy. But in China, where the merchants could not be so fully trusted as in Great Britain, the Company had modified, by the insertion of the above words, their form of policy, so the precedents quoted would not apply. He did not wish to say that the Company would require proofs of value, 999 times of 1,000 they would not, but they retained the right to be allowed to demand these proofs, if they considered them necessary, in the 1,000th case. In this case the Plaintiff was suing on an application form and risk note, the policy not having been issued. In England, though the law did not apply in Hongkong, a stamped policy would have to be produced in Court, he was willing to take the case on these two documents, application form and risk note. His Lordship would, or had told them, that these documents could only be put in as evidence to show intention on the part of the Company to issue a policy.

The learned Counsel for the Plaintiff contended that he did not claim the intention of the China Traders to issue a policy but he claimed as a right that the valued policy should be issued to Plaintiff, as the application form and risk note had been accepted and granted. Mr. Francis contended that there was nothing on the face of these documents to show that a valued policy would be issued, certainly the amount \$44,318.34 was inserted in both, in the application form it was necessary to put in the amount which the insured wished to insure for, as it was equally as essential that the amount should be inserted on the risk note, as showing the limit of the risk the Company were willing to accept and on which they could collect premiums. There was absolutely nothing on them to show that the value of the goods insured had been agreed upon by both parties and that the insurers agreed to pay this sum without proof of the actual value of the cargo. Referring to the intentions, Mr. Francis said it was absurd to think that Messrs. Boyd & Co., acting on behalf of the China Traders, would grant a valued policy on an indefinite cargo to be shipped at Tientsin, for Amoy, not a full cargo but one of indefinite amount. They had means of furnishing the estimated value of a full cargo of specified merchandise for a special ship, but if the ship was not fully loaded there was no means whereby both parties could come to agreement as regards the value. The learned counsel then pointed out and emphasized the word "estimated" on the documents and showed that if it was a valued policy that was to be issued the word would have been deleted, or "agreed" inserted in its place. His Lordship would probably tell them of cases in which the parties to a contract had different meanings for the words, many disputes were caused in this way; but in such cases the law was that the Plaintiff should have no case.

He intended to put in evidence to show that Messrs. Boyd & Co. never intended that the risk should be alone on an indefinite cargo shipped at Tientsin for Amoy but for a full cargo shipped from Tientsin, Newchwang, Chefoo, Tamsui and Amoy; he was going to show that they had re-insured with two other companies for \$10,000 each, a part of their risk in this cargo from Tientsin, Newchwang, Chefoo, Tamsui and Amoy.

Mr. Drummond objected to this as evidence as it was done without the Plaintiff's knowledge and so could not be considered as evidence to prove intention.

Mr. Francis said if the other documents were to prove intention he claimed the right of bringing in the surrounding circumstances of the case with the same object. The correspondence put in by his learned friend and himself would show that it was with the Plaintiff's knowledge. Continuing Mr. Francis claimed that the transaction had been completed, as in the nature of things a policy would have been issued immediately after the risk note was granted. This policy had been made out and was kept in his office. The Plaintiff had not applied for it until after he had filed his petition. His company had not concealed this policy, in fact it had been filed in Court by this solicitor. The Plaintiff was trying to have this policy so amended as to meet the requirements of his case. This policy was not a valued but an open one.

(Case proceeding.)

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## SUICIDE AND THE LAW.

To the Editor of the "HONGKONG TELEGRAPH." I notice in your issue of yesterday a letter signed by X. Y. Z. relating to the attempted suicide of a woman and directing public attention to the necessity of the amendment or repeal of the law dealing with persons attempting suicide.

To a certain extent I agree with your correspondent but instead of advocating a repeal of the existing law I would go further and suggest that the Government should recognize the plain fact that the number of suicides is increasing yearly, as your correspondent points out, and that it is impossible to prevent persons from taking their own lives, the evil should be regulated as much as possible and the best method of doing this would be by the establishment of an Institution where those unfortunate beings who are tired of life, from whatever cause, should be enabled to make their exit in a quiet peaceable, and painless manner. Many persons who have determined to end their lives would gladly pay a fee for admittance or for the privilege of doing so, without pain and thus avoiding the risk of enduring the fearful sufferings which are continually brought under our notice and caused through persons attempting suicide but failing to do so.

The Government provides institutions for the care of unfortunate and destitute persons, why then should not an Asylum be founded for the exit of those people who are weary of life instead of compelling them to resort to the horrible ways they are now obliged to adopt to end their misery and the lingering deaths they are often subject to?

The Government recognizes that the betting evil cannot be suppressed, so it regulates and controls it as much as possible, and does not fine or imprison all persons guilty of betting, but exempts from the operation of the act all genuine Clubs in which the members can bet amongst themselves. This seems to me a common sense view of the question and I trust therefore that a liberal minded Government will see the need of reform and endeavour to regulate and control the evil, which it is impossible to prevent, by establishing such an institution as I have mentioned.

Yours, etc., NEMO.

Hongkong, January 11th, 1900.

[We cannot possibly agree with you, Nemo. If such an institution were established we should have every weak-minded person rushing to it directly things went wrong and the suicide rate would be enormous. You might just as well suggest the provision of special banks to be burgled by irreclaimable burglars.—Ed. H. K. T.]

## TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital:—

Already acknowledged	\$77,710
Alung Yu	100
Mr. Chan Kwok-lun	100







## Notice of Firms.

## NOTICE.

## THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,  
12, Beaconsfield Arcade.  
Hongkong, 3rd January, 1900. [201]

## THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING,  
MOK KUN HUI,  
MOK YEUK LIM.  
Hongkong, 3rd January, 1900. [21b]

## NOTICE.

MR. HERBERT EDMUND TOMKINS is authorised to sign our Firm PER PROCURATION.

REISS & CO.  
Hongkong, 10th January, 1900. [47b]

## For Sale.

## FOR SALE.

THE well-known Steam Launch "SAMCHING,"  
Now lying off PRAJA EAST.

## PARTICULARS.

Length over all ..... 65 feet.  
Breadth Extreme ..... 12 "  
Depth ..... 6 "  
COMPOUND ENGINE, with Condenser.  
Cylinder ..... 9 inches.  
Stroke ..... 12 "  
BOLLER .....  
Length ..... 7 ft. 6 in.  
Diameter ..... 6 ft. 6 in.  
CYLINDER .....  
H. P. ..... 9 inches.  
L. P. ..... 18 "  
Boiler and Engines in Good Condition.  
For Price, &c., apply to  
THE MITSUI BUSSAN KAISHA,  
6, Ice House Street.  
Hongkong, 10th January, 1900. [40b]

## JAPANESE CURIOS.

## JUST RECEIVED.

Plenty of  
TOYS AND FANCY GOODS,  
AT  
MODERATE PRICES.  
D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall.  
Hongkong, 10th December, 1899. [41]

## Masonic.

PERSEVERANCE LODGE OF  
HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zettland Street, on TUESDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 10th January, 1899. [46b]

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1899. [30]

## Intimations.

IMPERIAL KWANTUNG LOAN  
OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL  
(NINTH PERIOD.)

NOTICE is hereby given that the Warrants for interest on and RE-PAYMENT of Part Principal of the Bonds of the IMPERIAL KWANTUNG LOAN OF 1894 will be ready for issue on the 10th January, 1900, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHOENICKE,  
Commissioner of Customs.  
Custom House,  
Canton, 8th January, 1900. [38b]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by  
RUDYARD KIPPLING, Music by Sir  
ARTHUR SULLIVAN.  
Has created a furor unexampled, amazing,  
immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."  
Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,  
Hongkong, Shanghai & Singapore.  
Hongkong, 20th December, 1899. [1380a]

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agents—

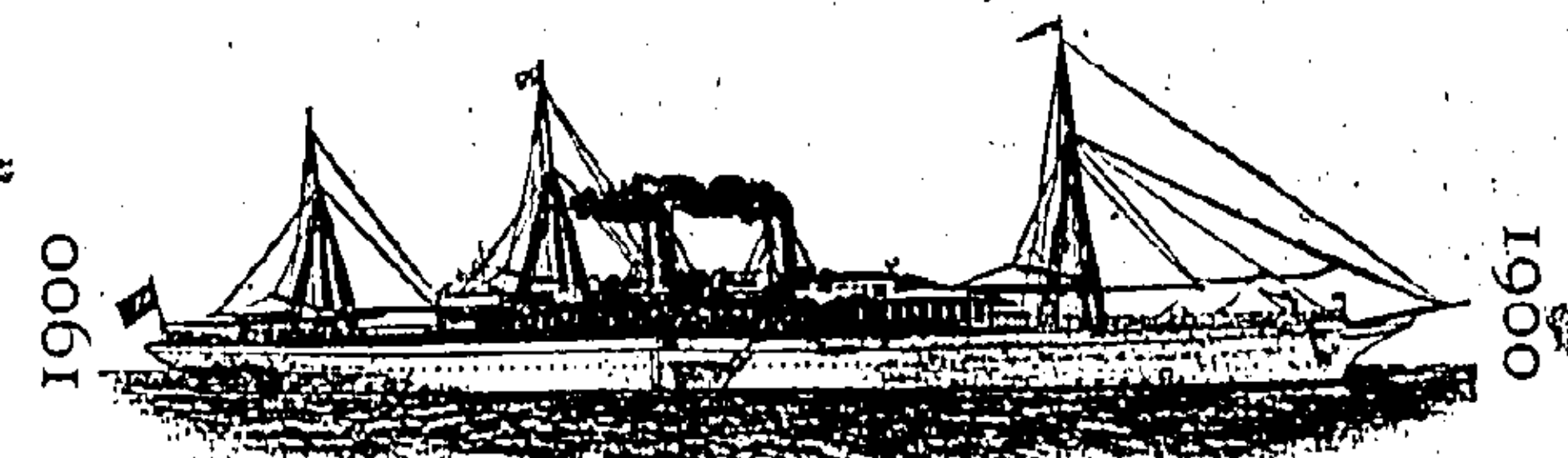
Milki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinohi Coal Mines.  
Onomura Coal Mines.  
No. 1, Ohtsui Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kangafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Miike Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.

MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.

Hongkong, 11th December, 1899. [33]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.  
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fidder's Street. [3]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Saint Irene... 3,877 | W. Atter... Jan. 12.  
Bromwich... 3,567 | G. E. Elliott... Jan. 20.  
Tacoma... 2,811 | A. Dixon... Jan. 30.

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH

OREGON RAILROAD AND NAVI-  
GATION COMPANY.

Aberdeen... 3,777 | J. Murray... Jan. 27.

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-  
bles. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
THE YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 8th January, 1900. [4]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Strathgyle... 5,023 | Monday | Jan. 15  
Carlisle City... 3,002 | about | Jan. 25  
Belgian King... 3,379 | about | Feb. 1.  
Carmarthenshire... 2,929 | about | Feb. 15

THE Steamship

"STRATHGYLE"  
will be despatched for SAN DIEGO and  
SAN FRANCISCO, VIA KOBE, YOKO-  
HAMA and HONOLULU, on MONDAY,  
the 15th instant.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 4 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 9th January, 1900. [28]

THE Steamship

"MASSILIA."  
Captain C. Gadd, carrying Her Majesty's Mails,  
will be despatched from this for BOMBAY, &c.,  
on SATURDAY, the 20th instant, at Noon,  
taking Passengers and Cargo for the above  
Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London.  
Other Cargo for London, &c., will be conveyed  
via Bombay and Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms, and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 6th January, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COY. PANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INADA MARU.....	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 14th Jan., at Daylight.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOSUNG), KOBE and YOKOHAMA.....	MONDAY, 15th Jan., at 4 P.M.
KOSAI MARU.....	AMOY, SHANGHAI, CHEMUL- PO and NAGASAKI.....	THURSDAY, 18th Jan., at Daylight.
*MIKE MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 18th Jan., at 4 P.M.
KANAGAWA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 19th Jan., at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO- HAMA.....	SATURDAY, 20th Jan., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 26th Jan., at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and  
Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager. [6]

NORDDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA.....	HAYRE and HAMBURG.	15th January.
Fuchs.....	(LONDON with transhipment in HAMBURG)	22nd January.
AMBRIA.....	HAYRE and HAMBURG.	29th January.
Burmeister.....	(LONDON with transhipment in HAMBURG)	5th February.
WITTENBERG.....	HAYRE and HAMBURG.	12th February.
Madsen.....	(LONDON with transhipment in HAMBURG)	19th February.
*SILESIA.....	MARSEILLES, HAYRE & HAMBURG.	About 5th February.
Behrens.....	(LONDON with transhipment in HAMBURG)	About 12th February.
HOLSTATA.....	HAYRE and HAMBURG.	About 19th February.
Bahle.....	(LONDON with transhipment in HAMBURG)	About 26th February.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents. [27]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu).....

Saturday, 27th Jan.,  
at Noon.

HONGKONG MARU  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu).....

Thursday, 22nd Feb.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu).....

Tuesday, 20th March,  
at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
SATURDAY, the 27th instant, at Noon,  
taking Freight and Passengers for Japan,  
the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be marked  
to address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 4th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*ALGOA (via Moji, Kobe,  
Yokohama & Hono-  
lulu).....

Saturday, 10th Feb.,  
1900, at Noon.

China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....

Saturday, 3rd March,  
1900, at Noon.

City of Rio de Janeiro  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu).....

Tuesday, 27th March,  
1900, at Noon.

(\*Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO,  
MOJI, KOBE, YOKOHAMA & HONO-  
LULU, on SATURDAY, the 10th February,  
1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolu-  
lu, and Passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States of Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACI-  
FIC, UNITED PACIFIC, DENVER and  
RIO GRANDE, and NORTHERN PACIFIC  
RAILWAY; also the CANADIAN PACIFIC  
RAILWAY on payment of £4 in addition to  
the regular tariff rate.

Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
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Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 31st December, 1899. [1]

Mails.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON,  
1900.

NOTICE.

THE Undersigned Vessel, will sail from  
CHINA DIRECT

FOR  
MARSEILLES, PLYMOUTH  
AND  
LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

LEAVE.

Shanghai. Hongkong. Singapore.







